

Engaging the Public in Collaborative Stakeholder Processes: Resolving Gridlock in Nebraska

USEPA Community
Involvement Conference

June 27, 2006

Milwaukee

Presenters

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Objectives

Describe & Discuss:

- The U.S. Institute for Environmental Conflict Resolution
- Background on the U.S. Highway 30 Case and how the U.S. Institute and J,D & Q are involved
- Key features of the conflict
- Use of survey methods to engage the public within the stakeholder process

USIECR - History & Organization

- Established by U.S. Congress to assist parties in resolving conflicts or building consensus on environmental, natural resource, and public lands issues
- Part of the Morris K. Udall Foundation
 - Independent federal agency of the executive branch
 - Board of Trustees appointed by the U.S. President
 - Direct Congressional funding and fees paid by users
 - Located in Tucson, Arizona



Mission

- Assist parties through mediation and other collaborative, non-adversarial processes
- Reach agreements and resolve disputes concerning environmental, natural resources, and public lands issues
- Must involve a federal agency or interest

Unique Capabilities

- Assist federal agencies with intra- and inter-agency conflicts within federal family
- Assist all parties (governments, tribes, private groups, individuals) in environmental disputes
- Provide crucial front-end consultation, convening & assessment for cases
- Demonstrate best practices for the ECR field



Services

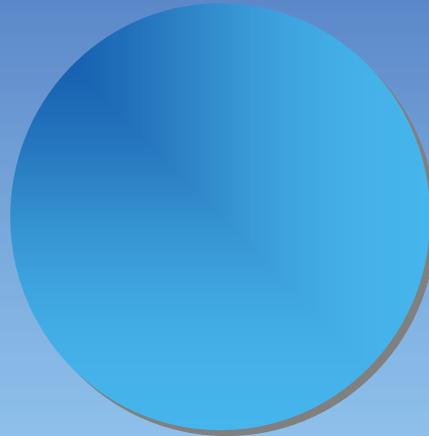
Case Consultation

*National Referral
Services*

Evaluation

Training

*Case/Project
Management*



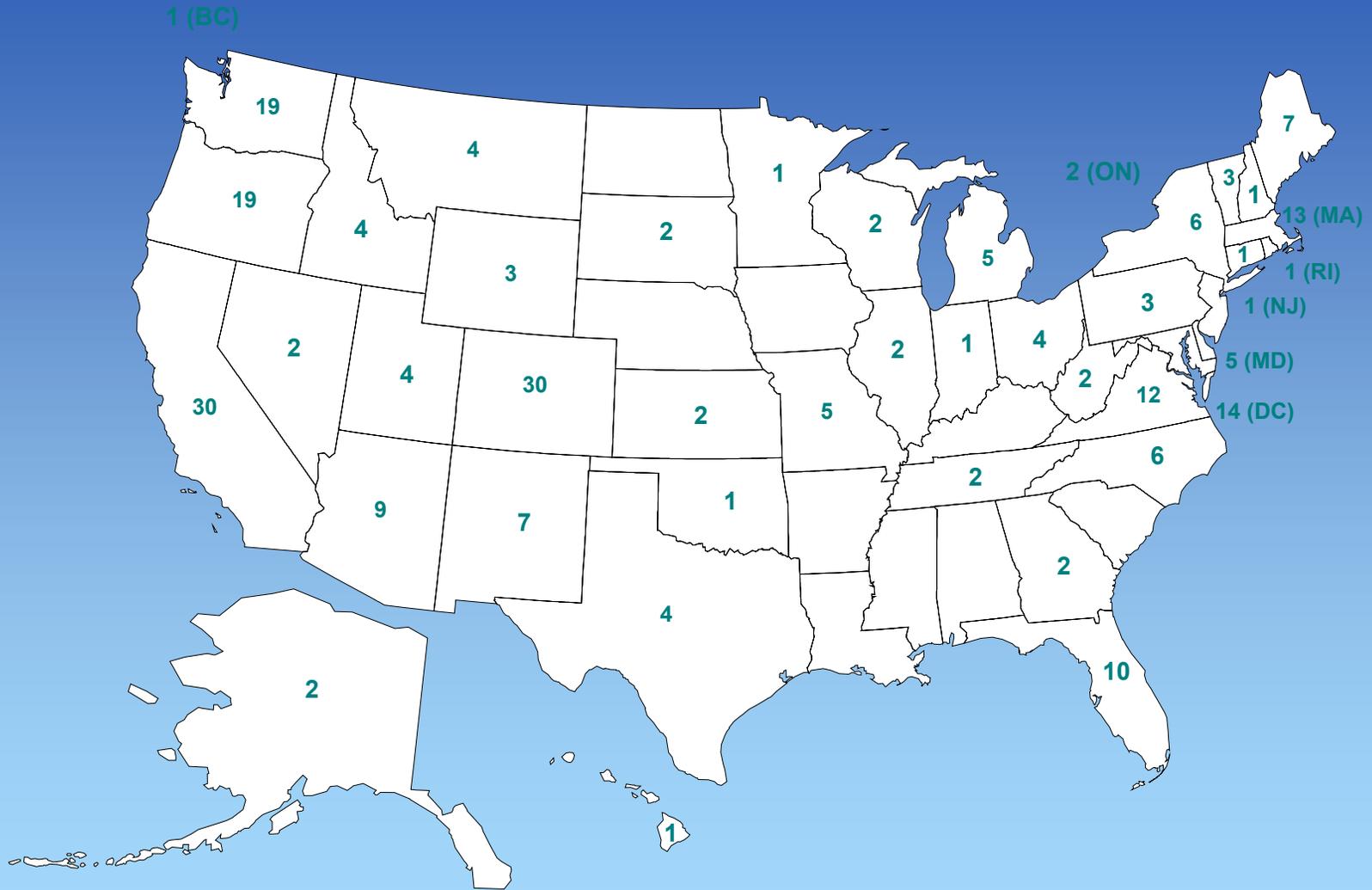
*Conflict Assessment/
Process Design*

Convening

*Facilitation/
Mediation*

*Dispute System Design/
Program Development*

USIECR Roster Members



Native Dispute Resolution Network

- Mission:
 - address environmental issues affecting native nations and federal agencies
 - build relationships
 - prevent & resolve disputes
- Members/Activities
 - 58 members
 - referrals
 - partnering & cross-learning
 - information & idea exchanges



Carl shoves Roger, Roger shoves Carl, and
tempers rise.

U.S. Highway 30

- Upgraded limited access highway in central Nebraska
- Link between N. Bend & Fremont unfinished
- NDOR unable to work with communities to get agreement on alignment
- Contacted U.S. Institute for assistance

U.S. Institute's Role

- Began with a conflict assessment
- Identified stakeholders and facilitated selection of assessor/facilitator
- Convened agencies to start assessment
- Oversight of assessment and decision to proceed with a collaborative process
- Oversight of collaborative process

Reflections & Questions

US 30 Nebraska



Stakeholder Process

✓ **8 Alternatives**

✓ **Dodge County**

✓ **City, County, State &
Federal**

Conflict Assessment

Conflict Assessment Report

US 30
From
The North Bend area to Fremont, Nebraska
Project No. 30-5 (120)

Presented To
The U.S. Institute for Environmental Conflict Resolution

Presented By
Greg R. Michaud, Andrea J. Bostwick & J. Paul Biggers
Johnson, Depp & Quisenberry

Advisory Panel

+

Public Input

+

Comparison Model

Advisory Panel



Agriculture &
Property Owners

Business/Economic
Development

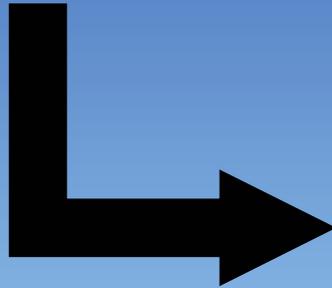
Community Affairs

Diking & Drainage

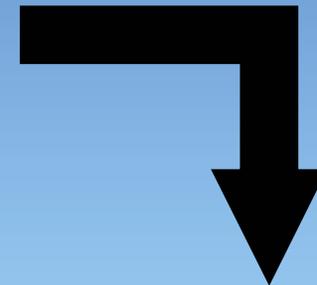
Local Government



Public



Advisory Panel

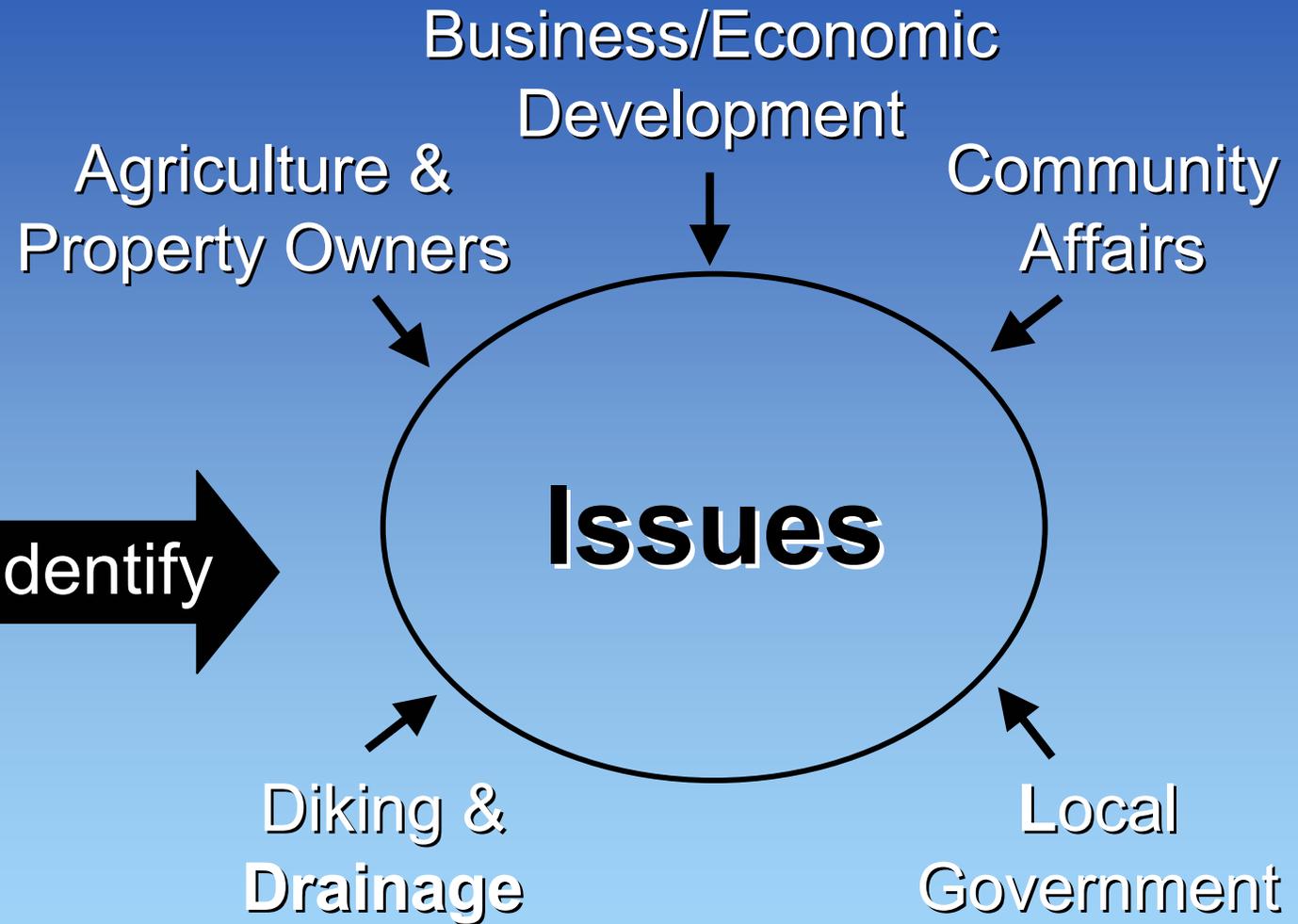


NDOR

**Advisory
Panel**

identify

Issues



Reflections & Questions

**Advisory
Panel**



**2,200 Person
Mailing List**

1st Mailing

**Advisory
Panel**

Identify Concerns



**2,200 Person
Mailing List**

1st Mailing

**Advisory
Panel**

**Additional Issues
Identified**



**2,200 Person
Mailing List**

2nd Mailing

**Advisory
Panel**

**Identify Most
Important Issues**



**2,200 Person
Mailing List**

2nd Mailing

**Advisory
Panel**

**Most Important
Issues Identified**



**2,200 Person
Mailing List**

US 30 – Schuyler to Fremont Advisory Panel Criteria January 2006

Provided below are the results of the US 30 Schuyler to Fremont Advisory Panel of over 2,200 people was compiled. Lists of issues within each area of the broad category by the Panel were mailed in two separate mailings. The first mailing was to identify these categories. Feedback from this first mailing identified additional issues that were overlooked. The second mailing was used to discover those issues that were most important from the second mailing was used to establish and weight criteria to be used in the of alternates. The resulting lists of criteria represent the most important concern community within each interest area.

Agriculture & Property Owners Panel Members: James Paulson, Bill Taylor & Doug Wamberg

First Mailing: 222 letters were mailed out, 93 (41.9%) responses were received back.

Second Mailing: 223 letters were mailed out, 103 (46.2%) responses were received back.

Criteria

- Minimize the splitting of farms which results in irregularly shaped and potentially landlocked parcels

Weighting (%)

29.1%

21.9%

15.8%

Business/Economic Panel Members: Pat Rodney Johnson

First Mailing: 776 (25.0%) responses

Second Mailing: 204 (26.3%) responses

Criteria

- Provide Street Air

Community Affairs

Panel Members: James Havelka, Richard King, Steve Sexton & Mike Stratman

First Mailing: 987 letters were mailed out, 238 (24.1%) responses were received back.

Second Mailing: 987 letters were mailed out, 279 (28.3%) responses were received back.

Criteria

- | | <u>Weighting (%)</u> |
|--|----------------------|
| Maximize safety of traffic at Highway 79 as it crosses proposed US 30 | 34.8% |
| Provide convenient access to and from existing road systems (i.e., school buses, emergency services, etc.) | 30.4% |
| Avoid proximity of proposed US 30 to schools and daycares | 18.0% |
| Minimize through traffic volumes on existing US 30 | 16.8% |
| | 100% |

Local Government

Panel Members: Dean Lux, Mark Johnson & Derril Marshall

First Mailing: 161 letters were mailed out, 66 (41.0%) responses were received back.

Second Mailing: 161 letters were mailed out, 77 (47.8%) responses were received back.

Criteria

- | | <u>Weighting (%)</u> |
|---|----------------------|
| Provide direct access to west 23 rd Street (Fremont) from proposed US 30 | 26.0% |
| Maximize | |

Reflections & Questions

Brainstorming Issues

Agriculture & Property Owners

- **farm splitting**
- **total acres taken**
- **high value land taken**
- **farm homes & farm buildings**
- **surface drainage, tile drainage & irrigation**
- **miles of existing US 30 maintained by the county**

Business/Economic Development

- **convenient access to Fremont**
- **traffic safety at Hwy. 79**
- **adequate & convenient access to North Bend**
- **economic growth & development of North Bend**
- **railroad proximity**
- **miles relinquished to county**

Community Affairs

- **traffic safety at Hwy. 79**
- **access to existing road system**
- **proximity to schools & daycare**
- **through traffic on existing US 30**

Diking & Drainage

- **loss of wetlands**
- **impacts on feeder ditches**
- **impacts on drain tiles**

Local Government

- **access to 23rd Street (Fremont)**
- **traffic safety at Hwy. 79**
- **miles relinquished to county**
- **Christensen Business Park**
- **expansion of North Bend**

US 30
SCHUYLER TO FREMONT
AGRICULTURE &
PROPERTY OWNERS
INTEREST GROUP

US 30
SCHUYLER TO FREMONT
BUSINESS/ECONOMIC
DEVELOPMENT
INTEREST GROUP

US 30
SCHUYLER TO FREMONT
COMMUNITY AFFAIRS
INTEREST GROUP

US 30
SCHUYLER TO FREMONT
DIKING & DRAIN
INTEREST GRP

US 30
SCHUYLER TO FREMONT
LOCAL GOVERNMENT
INTEREST GROUP

REPORT TO THE

REPORT TO THE ADVISORY PANEL
, 2006



MIKE JOHNSON

DEAN LEE

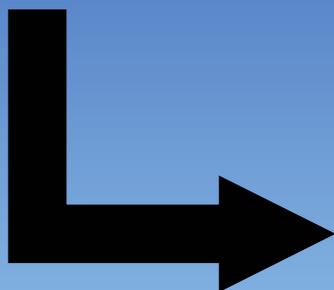
DURAN MARSHALL

**US 30 - SCHUYLER TO FREMONT
 AGRICULTURE & PROPERTY OWNERS INTEREST GROUP REPORT
 IMPACTS SUMMARY MATRIX**

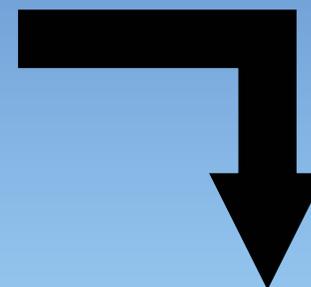
SCENARIO 1 - NO INTERCHANGE AT HIGHWAY 79

ALTERNATIVE ALIGNMENTS	CRITERIA (WEIGHT)						ALTERNATIVE PREFERENCE SCORE ①
	FARM SPLITTING (29.1%)	TOTAL ACRES TAKEN (21.9%)	LOSS OF HIGH VALUE LAND (15.8%)	FARM HOME STRUCTURE IMPACTS (12.1%)	DRAINAGE & IRRIGATION IMPACTS (11.7%)	MAINTAIN EXISTING US30 (9.3%)	
1							
RAW SCORE	874	431	381 40	40	420	10.13	
RELATIVE IMPACT SCORE	14.6	12.1	15.1	15.6	12.2	11.1	
WEIGHTED IMPACT SCORE	4.2	2.6	2.4	1.9	1.4	1.0	
2							
RAW SCORE	918	439	389 44	44	426	10.08	
RELATIVE IMPACT SCORE	15.3	12.4	15.5	17.1	12.3	11.1	
WEIGHTED IMPACT SCORE	4.5	2.7	2.4	2.1	1.4	1.0	
3							
RAW SCORE	1,002	440	365 41	43	427	9.70	

Advisory Panel Report



NDOR



FHWA

Reflections & Questions

Open Discussion